

2608Z 22 APR 64

TOP SECRET

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DIRECTOR

25X1A

IMMEDIATE

TOR: 0715Z 22 APR 64

IN 74549

25X1A

IMMEDIATE
25X1A

3097

25X1A REF A 5627

B 5625

25X1A

1. MISSION C084C DATA COMPILED AS FOLLOWS: TAKEOFF, 0007Z (ON TIME); LAND 0412Z; AT 0027Z [REDACTED] CHECK SATISFACTORILY 25X1A COMPLETED WITH ALL CHANNELS OK -- CODEWORD TO PROCEED ON MISSION AND A CHECK OF SINGLE SIDE BAND TO BOTH AND UHF TO GUARD WAS MADE AT THIS TIME; 0035Z, FLAMEOUT, PILOT STATED HE CALLED FLAMEOUT AND THEN STARTED TURNING EQUIPMENT OFF -- ACTUALLY [REDACTED] ^{HEARD} LANDING 25X1A GEAR WARNING BEEPER AS IF MIKE BUTTON WAS DEPRESSED ~~BUT~~ NO VOICE TRANSMISSIONS; FLAMEOUT OCCURRED AT 618 DEGREES EGT, 91.7 PERCENT RPM, ALTITUDE, PLUS 13.7; THROTTLE WAS NOT BEING MOVED AT THE TIME, OUTSIDE AIR TEMP UNKNOWN, FUEL FLOW UNKNOWN. FLAMEOUT WAS PRECEDED BY TWO QUICK CHUGS AND THEN A RAPID DROP IN RPM, AND FUEL FLOW. THROTTLE WAS STOP COCKED AFTER AN ESTIMATED 30 SECONDS. THERE WAS NO CLEAR AIR TURBULENCE AND CONTRAILS HAD CEASED A FEW SECONDS PRIOR TO FLAMEOUT; A GLIDE OF 115 KNOTS WAS

TOP SECRET

GROUP 1
Excluded from automatic
downgrading and
declassification

ESTABLISHED AND AIRSTART OBTAINED ON FIRST TRY AT 34,500 FEET. DEBRIEFING REVEALED THAT AUTO PILOT WAS OK, MAX NOSE-UP TRIM SEVEN DEGREES, UHF RECEIVER WEAK, ADF OK, VOR OK, SSB OK UNTIL FLAMEOUT BUT WOULD NOT COME BACK ON AFTER AIRSTART OBTAINED. PILOT USED THE FOLLOWING TECHNIQUE IN CLIMB; 485 DEGREES THROUGH BADLANDS; AT PLUS 9.5 STARTED GRADUALLY INCREASING POWER AND AT PLUS 12.5 HAD REACHED 605 DEGREES -- NEVER TOUCHED THROTTLE AGAIN PRIOR TO FLAMEOUT -- EGT BUILT UP TO THE 618 DEGREES BY ITSELF IN THE CLIMB WHICH IS NORMAL AND THE PROPER PROCEDURE.

25X1A 2. ADDITIONAL COMMENTS: FOR WHAT IT IS WORTH, I AM FIRMLY 25X1D
CONVINCED WE HAVE AN AIRCRAFT PROBLEM, [REDACTED]
TO A DEGREE BUT HAS BEEN WELL BRIEFED BY [REDACTED] AND TEAM AS 25X1A
25X1A WELL AS [REDACTED] ETC ON PROPER PILOT TECHNIQUES -- WE ARE TAKING
FUEL SAMPLES AND HAVE AIRCRAFT SECURED AS DIRECTED BUT AGAIN I
FEEL THAT WE WERE WORKING UNDER THE ASSUMPTION THAT WITH THE
ENGINE CHANGE ON 358 THAT WE HAD LICKED THE FLAMEOUT PROBLEM;
HOWEVER, I AM NOW CONVINCED THAT ONE OF THE ITEMS COMMON TO THE
OLD ENGINE (SUCH AS FUEL CONTROL OR P AND D VALVE) OR AN ITEM
PART OF THE AIRCRAFT (SUCH AS A FUEL LINE) IS THE PROBLEM.
25X1A [REDACTED] HANDLED THE EMERGENCY WELL IN EVERY RESPECT -- SLIGHTLY
EXCITED POSSIBLY AND BEING HIS FIRST OPERATIONAL MISSION I THINK
NORMAL. UPON LANDING HIS FIRST COMMENT WAS, MAYBE I CAN GET IT TO
WORK TOMORROW.

25X1A 3. FOR [REDACTED] RE REF A. 359 IS SCHEDULED FOR A CHECK OF ALL
SYSTEMS TOMORROW AND IF THEY ARE FOUND TO BE OK IT WILL BE
DECLARED OPERATIONALLY READY. SLIGHTLY LESS RANGE ONLY NEW
25X1A FACTOR, [REDACTED] BOYS ARE READY TO GO.

4. RE REF B: WOULD LIKE TO HAVE ADDITIONAL RELEASE OF ELINT GEAR FROM ARTICLE 358 -- NEED RECORDERS BADLY AND NEED TO CHECK THEM OUT TO MAKE CERTAIN THEY HAVE NOT BEEN DAMAGED DUE TO LOSS OF CABIN PRESSURE AND "Q" BAY PRESSURE. EXCESSIVE MOISTURE OBTAINED DURING PROLONGED GLIDE DICTATES THIS MOVE ASAP. CHIEF OF SECURITY, [REDACTED] WILL REPLY TO REF B. AS SOON AS ALL FACTS ARE AVAILABLE. FUEL SAMPLES HAVE BEEN TAKEN AND WILL BE FORWARDED ASAP. [REDACTED]-3, AND 5 HAVE BEEN REMOVED UNDER SECURITY'S SUPERVISION.

25X1A

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25X1A 5. RE REF B PARA G: [REDACTED] ATTITUDE WAS SPLENDID IN EVERY RESPECT. HE APPEARED EAGER TO GO, RELAXED, ATTENTIVE, AND FLIGHT SURGEON VERIFIED GOOD PHYSICAL CONDITION. PLAYED TEN MINUTES OF TENNIS YESTERDAY BUT QUIT AND WATCHED BECAUSE HE DIDN'T WANT TO TAKE A CHANCE OF SKINNING A KNEE, ETC. I WATCHED HIM CAREFULLY DURING THE BRIEFING AND NOTICED NO DIFFERENCE FROM A REGULAR TRAINING MISSION EXCEPT THAT HE PAID A LITTLE CLOSER ATTENTION AND ASKED A FEW MORE QUESTIONS.

6. PLEASE PASS TO LOCKHEED AND P AND W IF YOU FEEL APPROPRIATE.

25X1C

END OF MESSAGE